Name of the loss making airports are as under:—

North Eastern: Guwahati, Agartala, Aizawl (Lergput), Dibrugarh, Dimapur, Imphal, Lilabari, Shillong, Passighat, Cooch Behar, Kailashahar, Khowal, Kamalpur, Rupsi, Sheila, Bagdogra, Jorhat, Silchar, Tezu, Ziro, Tezpur, Along and Daparizo. Northern: Amritsar, Agra, Chandigarh, Jammu, Jodhpur, Leh, Gwalior, Srinagar, Kanpur, Allahabad, Bikaner, Jaisalmer, Gorakhapur, Dehradun, Gaggal, Jaipur, Khajuraho, Kota, Kullu, Lucknow, Ludhiana, Pantnagar, Safdarjung, Shimla, Udaipur, Varanasi, Lalitpur, Santayana Jhansi. Western: Ahmedabad, Aurangabad, Baroda, Belgaum, Bhavnagar, Bhopal, Jabalpur, Jamnagar, Kindler, Keshod, Nagpur, Profaners, Raipur, Rajkot, Indore, Sholapur, Kolhapur, Bilaspur, Deesa, Khandwa, Akola, Panna and Hadapsar. Eastern: Port Blair, Bhubaneswar, Gaya, Patna, Ranchi, Behala, Belurghat, Jharsuguda, Malda, Joghani, Muzaffarpur, Raxaul, Chakulia, and Asansol. Southern: Trivandrum, Vishakhapatnam, Agatti, Hubli, Madurai, Mangalore, Pondicherry, Rajamundry, Salem, Tirupati, Trichy, Vijayawada, Tuticorin, Vellore, Coimbatore, Donakonda, Cuddapah, Mysore, Warrangal, Hassan and Nadirgul.

Upgradation of Srinagar Airport

1693. MIRZA ABDUL RASHTD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have taken action for the long pending upgradation of Srinagar Airport;

(b) if so, whether any time-frame has been set and whether the decision of Government to upgrade the said airport as International Airport is still valid; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) to (c) Airports Authority of India (AAI) has Plans to upgrade the Civil enclave at Srinagar by expansion and modification of the terminal building to enhance its passenger capacity to 600 passenger with all modern facilities. The civil apron is also proposed to be expanded to accommodate more number of wide-bodied Jet aircraft. No time frame has been fixed as the proposals are at a preliminary stage.

Reduction in Air-Misses

1694. SHRI K. RAMA MOHANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of air-misses so far reported in the country during the last three years, year-wise;

(b) the reasons for such air-misses; and

(c) the steps taken by the Ministry of Civil Aviation to avert or reduce the air-misses in the country in future?

THE MINISTER OF CIVIL AVIATION (SHRI SHARAD YADAV): (a) Air misses reported during the last three years are as follows:—

Year	No. of Air-misses
1998	2
1999	4
2000	3

(b) The reasons for such air-misses are given in the Statement *(See below).*

(c) For reduction of airmisses, DGCA has made mandatory installation of ACAS on aircraft and a mode "S" transponder.

Statement

Reasons for air-misses during the last three years

Date & Place	Flights involved	Reasons
24.7.98 Lucknow	SIA-320&VP-BHJ	The Singapore airlines did not follow the established ATC route which resulted into the air proximity.
28.7.98 Mumbai	AIC-767&RBI-084	The Indian Airlines flight was cleared descent to flight level 310 where as the aircraft descended to flight level 240 violating the ATC clearance.
15.1.99 Mumbai	SIA-407&PIA-860	ATCO has failed to detect the conflict between the two aircraft.
19.2.99 Trivandrum	ALK-505&GIA-981	ATCO had failed to take appropriate measures to avert the traffic conflict.

Date & Place	Flights involved	Reasons
5.4.99 Calcutta	AFL-569&AFR-6719	Area Controller had given clearance to AFL-569 to climb to FL-330 by mistake.
21.8.99 Calcutta	SWR-116&SVA-802	The incident occurred as the Area Controller failed to monitor the converging traffic over Calcutta VOR.
24.5.2000 DOMON	SVA-785&VRE-2470	The incident had occurred as the FIC Controller failed to realise the speed difference between the aircraft.
28.7.2000 Mumbai	DLH-8492&N88CP	The incident had occurred as the FIC Controller failed to realise the speed difference between the aircraft and monitor die traffic.
1.112000 Chennai	IC-946&JAI-822	IC-946 descended below the assigned FL-270 through FL-260 to lower altitude.

Flight service between Guwahati and Silchar *via* Jorhat

1695. SHRI KARNENDU BHATIACHARJEE: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there has been a long pending demand for the introduction of daily flight service between Guwahati and Silchar via Jorhat and *vice-versa;*

(b) if so, what is Government's reaction thereto;

(c) whether a feasibility study of starting a flight service would now be considered; and

(d) if not, the reasons therefor?